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known region have been collected during three voyages to various parts of New Guinea and its islands. They are offered to the Royal Geographical Society in the belief that no authentic and connected information on the subject has yet been published, and with the hope that their crudeness and deficiencies will be pardoned.

XII.—*Report on the Brazilian Province of the Paraná.* By the Hon. H. P. VEREKER, H.M. Consul at Rio Grande do Sul.

[Communicated by the FOREIGN OFFICE.]

Read, February 24, 1862.

THIS province was formerly the fifth comarca or county of the province of St. Paul, in territorial extent comprising nearly half of that province, but thinly peopled and much neglected. By the Brazilian Law No. 704, of the 29th August, 1853, this division of St. Paul was formed into a separate province, under the name of the Province of the Paraná.

Boundaries.—The Province of the Paraná is situated between 22° and 28° of south lat. Its limits are not yet clearly determined, but it may be stated generally that it is bounded on the south by the province of Rio Grande do Sul; on the south-east by that of St. Catherine; on the east by the Atlantic Ocean; on the north by the province of St. Paul; on the west by the province of Matto Grosso and the republic of Paraguay; and on the south-west by Corrientes, a portion of the United Provinces of the River Plate. The defined boundaries are those of the river Paraná on the west, the river Paranapanema to the north, the ocean on the east, and the river Uruguay to the south. Other portions of the limits are determined, but with regard to almost all the remainder there exist unsettled questions: even the limit with Rio Grande is disputed by the province of St. Catherine, which claims the land lying between the river Yguassú and Uruguay.

Divisions.—For judicial and ecclesiastical purposes the province is divided into four comarcas or counties, viz., Curityba, Paranaú, Castro, and Guarapuava.

Towns.—The chief towns are Curityba, the capital, situated in a central locality; Paranaú, Antonina, Príncipe, Castro, Guarapuava, Morretes, and Guaratuba.

Rivers.—The province of the Paraná is well irrigated by rivers, the principal of which, according to their local importance, are the following: Rivers Paraná, Paranapanema, Uruguay, Tibagy, Ivahy, and Yguassú; also the smaller rivers Itararé, Piquiry, Pirapo, Yguape, Negro, Cinzas, Jopim, &c. There are, besides, a

vast number of smaller streams. The river Paraná, which gives its name to the province, and, after junction with the rivers Paraguay and Uruguay, forms the River Plate, may at a future time become variously available for purposes of commerce. It is at present navigated without difficulty by canoes from the fall of Urubú-Punga, in the province of Goyaz, nearly opposite the river Tiete in St. Paul, to the island of Sete Quedas (seven falls), the distance being upwards of 90 leagues. The Sete Quedas is on the confines of Paraguay with the province of Matto Grosso, and from that point to the confluence with the river Yguassú to the southward the river Paraná can scarcely be considered navigable, as the impediments are innumerable. However, below the Yguassú, until the junction with the Paraguay—on the authority of Azara and others likely to be well informed—it would appear that the river Paraná is navigable for small craft, the difficulties diminishing as the junction is approached; but it does not appear that any authentic explorations have taken place to ascertain the capabilities of this river.*

The Tibagy and Ivahy are navigable throughout almost their whole course by canoes, and are valuable auxiliaries to the province, as, with the rivers Paraná and Paranapanema (largely navigable, but with rapid current), they form a very available means of communication with the provinces of Matto Grosso (by the Yvenheima and Briliante), Goyaz, and St. Paul, as well as with Paraguay.

The Tibagy, Yguassú, Cinzas, and various other rivers in the Paraná, are at the present time very imperfectly known: it is, however, established that there are waterfalls, shallows, and impediments in the navigations, but no insuperable obstacles.

On the Yguassú, near its confluence with the river Paraná, there is a fall lowering the level 170 feet, and impeding the navigation, and there exist others of less importance; but canoes can trade along many sections. A principal obstacle to the development of the river-navigation arises from the great falls (Salto Grande) of the Paraná, where, the river narrowing, the immense weight of water rushes down with enormous force, impeding navigation.

Lakes.—There are no important lakes in the province; there are, however, several large estuaries of the sea, such as at Paranaú, Cananea, and Guaratuba: the first-named, reaching to

* “The Spanish officers appointed to determine the boundary-line between the possessions of Spain and Portugal in virtue of the Treaty of St. Ildefonso of 1777 surveyed the River Paraná as high as the Tiete, as well as the whole of the Uruguay, and their most important affluents. The results of their labour may justly be ranked among the most important geographical surveys of the last century.”—See Sir Woodbine Parish's work ‘On the Provinces of the Rio de la Plata,’ 1852.

Antonina, is suitable for shipping; the others for boats and fishing-craft.

Ports.—Paranaguá is the only considerable port in the Paraná. The bay is entered by four channels, N., E., S., and S.E., formed by the mainland and the islands of Picas, Mel, and Cotinga. The south-east and north channels are the most frequented; the south-east being the deepest, with $2\frac{1}{2}$ to 3 fathoms at low tide.

The city of Paranaguá is situated on the south side of the bay, at about 30 miles' distance from the entrance. The population is about 5000. There is here established (since 1827) a custom-house—the only one in the province—also an hospital, and various public departments. A captain of the port resides at Paranaguá, and for the service of the pilotage there are eight pilots; hitherto no public pilotage regulations have been framed, and the remuneration received by the pilots is usually arranged by private agreement between them and the shipmasters.

The bay of Paranaguá is an immense extent of water stretching northwards and westwards from the city; it is throughout navigable, and known to be deep in parts, but has never been regularly surveyed. There are many anchorages; the principal of which for foreign vessels, next to those at the ports, are that of Quarantine and that near the Isla de Cotinga. The bay and river are navigable to the westward, about 100 miles to the port of Antonina, to which place there is an average depth of nearly 16 feet water. The channel is buoyed.

At the port of Antonina there was created in 1855 an establishment for the collection of dues, and arrangements were made to admit foreign trade. Since that period the port has much increased in importance, as it has been found that, Antonina being on the high road to the interior localities, by receiving and shipping goods at that port a troublesome and damaging land-carriage between Paranaguá and Antonina is avoided. An excellent road, now being formed, between Antonina and Curityba, will yet further promote the prosperity of the former.

The bay of Paranaguá receives many small rivers, some navigable for large craft, but almost all available for canoes for some distance. The principal are the Nhundiacuara, on which is the town of Morretes, navigable for 7 miles from the bay; the Guaraguassú (navigable); Guarakessaba; Cachoeira (on which is Antonina); Serra Negra; Tagaçaba; and Sagrado. The banks of most of those rivers are covered with excellent timber, which used formerly to be largely shipped at the various localities, but by a late local regulation the shipment is prohibited except in certain specific places.

A canal is projected by the river Varadouro to connect the bay of Paranaguá with that of Trapande, which is also a large sheet of

water, and reaches to Cananéa to the north. Such a work would be extremely useful to the locality, especially in promoting the fisheries of the district—forming, as it would, a communication inland between Paranaguá, Antonina, and Morretes on the one side, and Cananéa, Xiririca, Iguape, and the river Ribura, in St. Paul's, on the other side.

The port of Guaratuba to the southward of Paranaguá is not available for foreign trade, the water on the entrance to the bay being from $6\frac{1}{2}$ to $7\frac{1}{2}$ feet; but for fisheries it might be rendered useful, not only from its position and the quantities of fish there existing, but also from the excellent timber near thereto suitable for constructing boats, &c.

The bay of Guaratuba receives the waters of the rivers São João, Cubatão, Minas, Doce, &c. The river Sahy, which separates the Paraná from St. Catherine's, also adjoins. The bar seems capable of improvement.

At present there are no ports on the interior rivers where foreign goods can be received; nor can this be expected, as the western country is unexplored and almost unknown; but there is no doubt that at a future time an interior commerce will take place, because, as the Paraná touches on Paraguay and the Argentine Provinces, goods will probably be conveyed through the different water-communications more cheaply to the western parts than by the present expensive and tedious land-carriage.

Topography.—The Paraná rises gradually from the Atlantic Ocean in well-wooded and watered districts to the heights of the Serra do Mar, which is the assumed boundary with the province of St. Catherine's; from this an offset called the Serra Negra, to the north of Paranaguá, connects those hills with those of St. Paul's. Passing to the westward of those mountains there is a large diversified plain, in which the capital Curityba and the towns of Castro, Principe, and others are comprised. Passing still to the westward, the limits to which civilization has reached may be considered the town of Guarapuava, and the colony of Santa Theresa to the west; from which points to the confines of the province on the rivers Paraná and Uruguay there are immense forests. The territories beyond Castro to the north-west are also but little known.

The parts unexplored, comprising nearly two-thirds of the whole province, are understood to be peopled by native Indians, and to be thickly wooded with valuable timber. The banks of the rivers are almost the only portions examined, and those very imperfectly.

Guarapuava.—This was an ancient Indian settlement; but the Indians have gradually become confounded with the general population, and the town has increased in importance. Many Brazilians

have married Indian women, and the general report is that they are good and faithful wives.

Palmas.—This settlement is formed of the tribes of Viri and Conda. Half-civilized, it is maintained principally to protect the settled inhabitants against the incursions of the Indians.

S. Pedro de Alcantara has been formed not far from the embouchure of the river Tibagy into the Paranapanema. The number of residents is about 50, but, more or less, 300 Indians, Cayuas, from the wood visit the place.

Pirapó is on the Paranapanema, about 40 leagues from the Tibagy. The settled inhabitants are less than 30, including negroes, but Indians occasionally visit the locality.

Yatahy is a military colony established near the junction of the river Tibagy with the Paranapanema, for the purpose of attracting Indians and facilitating a communication with Matto Grosso. By the last accounts there were about 50 Indians—chiefly Coroados—there, but not permanently settled.

S. Jeronymo was agreed upon in 1859 as a settlement for Coroados Indians; at the commencement of 1860, thirty-two had arrived, but I have no later information.

Chapí was established at the same time, to remove thereto the tribes at Palmas, and to attract the numerous hordes in the neighbourhood; this position, from its nearness to the forests and reported healthiness, being deemed preferable.

It is also proposed to form in the south-west district two military colonies for the attraction of Indians and protection of the settled parts. These colonies will probably be formed on the rivers Jopim and Xapeco.

Santa Theresa.—This colony is well situated, high up on the river Ivahy, removed from the settled parts of the province, and on the confines of the forests. From Santa Theresa the Ivahy is navigable for canoes to the Paranapanema, through which a communication is formed with the river Paraná. The lands in the neighbourhood of this colony are said to be very fertile; the principal productions being sugar-cane (used for making spirits and coarse sugar), maize, rice, wheat, mandioca, beans, bananas, tobacco, and cotton. The value annually sold beyond the consumption of the colonists may average about 1000*l.* Santa Theresa was established in 1847 by the late Dr. Faivre, a Frenchman, with 79 of his fellow-countrymen; and although the original settlers left, this interesting nucleus of population seems to have become established, as will be seen by the adjoined data of the inhabitants it contained, viz.: in 1847, 79; in 1854, 94; in 1856, 190; in 1857, 196; and in 1858, 200. Of those last mentioned about 180 were Brazilian and the rest French.

Superaguy was established in 1851 by an enterprising Swiss or

Frenchman near Paranaguá, and to the northwards along the coast district. The plan adopted is to fix an equitable rent for the land, and give the tenants option of at any time becoming proprietors on payment of twenty years' purchase. The population has been returned as follows in the years mentioned, viz.: in 1854, 35; in 1855, 64; in 1856, 403; in 1857, 450; in 1858, 496. Of the last-named number, 436 were Brazilians and 60 foreigners. The population are employed in agriculture and fishing, about half their profits arising from the latter occupation. The exports amount to about 2000*l.* yearly.

Besides the colonies mentioned, there are various small settlements of Germans and others in the Paraná. The Germans in the neighbourhood of the Rio Negro, an ancient settlement, number about 350. The formation of various other colonies is contemplated; the most notable of which is that which the Provincial Government would establish at Assunguy, west of Antonina. The land is stated to be fertile, and is sold at $\frac{1}{100}$ parts of a penny per 6 square feet. The province devotes 1000*l.* annually to promote immigration.

XIII.—*Notes on Cambodia, the Lao Country, &c.*

By M. HENRI MOUHOT.

[Translated from the original French, by DR. THOMAS HODGKIN, M.D., &c.,
Foreign Secretary.]

Read, March 10, 1862.

Brelum, among the savages of Stien, n. lat.
11° 58', e. long. 107° 12', 15th Oct., 1859.

MY DEAR MR. STEVENS,

FOR the last two months I have been in the forests with the uncivilized inhabitants of Stien, in the latitude indicated above, where I remained during the most favourable season for collecting insects and land-shells. Although the King of Cambodia had given me a letter, in which he ordered all the chiefs of the Srokhhner in the Cambodian villages to furnish me with the means of transport on my route, I had much difficulty in arriving here, because we could frequently find neither buffaloes nor carriages in the hamlets through which we had to pass, and because the Cambodians are the worst species of animal on the globe. Like the ass, they are not to be roused from their lethargy, almost approaching stupidity, but by the application of the stick. Thus I accomplished my journey, which lasted nearly a whole month, that is, three times longer than it would have taken me to go on foot. On the 21st of July, after having descended the great branch of the Me-kon from Pinhalu, a village 9 miles from the capital (in n. lat. 11° 46' 30",